

## 2. Response to Comments

letter comments. The responses to the form letter portion of each comment letter reference, but do not repeat, the form letter responses, which are located at the beginning of Section 2.4.3.

- **Section 2.4.4** includes responses to individual email comment letter from interested individuals.
- Each comment letter is provided first, and is bracketed in the right margin, sequentially numbered (e.g., A1-1, A1-2). Following the bracketed comment letter, the County's responses are presented in corresponding order to provide a matching numbered response on the pages following each comment letter.

If you submitted comments on the Proposed Project, you will be able to see your comments and the County's responses in this Final EIR. In addition, you may be interested in the comments that others have submitted and the responses to those comments.

### 2.1 STATE, REGIONAL AND LOCAL AGENCIES


Comment letters from state, regional, and local agencies include:

- California High-Speed Rail Authority, December 18, 2018
- South Coast Air Quality Management District, December 12, 2017
- Governor's Office of Planning and Research, December 5, 2017

Responses to the comments in these letters are provided below, after each letter.

## 2. Response to Comments

LETTER A1 – Mark McLoughlin, California High-Speed Rail Authority (2 page[s])



December 18, 2017

**Attn: CCTF EIR**  
Los Angeles County Chief Executive Office  
Capital Projects/Debt Management  
500 West Temple Street, Room 754  
Los Angeles, CA 90012

**RE: Draft Environmental Impact Report for the Proposed Los Angeles County Consolidated Correctional Treatment Facility (CCTF)**

To Whom It May Concern:

The California High-Speed Rail Authority (Authority) has received the Notice of Availability and Draft Environmental Impact Report (EIR) issued by the Los Angeles County Department of Public Works for the Proposed Los Angeles County Consolidated Correctional Treatment Facility (CCTF), dated October 19, 2017. The Authority believes this project will be of great importance for Los Angeles County and Southern California.

The Authority is moving forward with bringing high-speed rail service to Los Angeles and Anaheim, as specified in our 2016 Business Plan. Future high-speed rail service in the Burbank to Los Angeles and Los Angeles to Anaheim sections is largely proposed to share electrified tracks with existing commuter rail operators alongside the rail corridor adjacent to the CCTF project area and leading to Los Angeles Union Station. In our review of the Draft EIR for the CCTF Project, no general conflicts were found with current conceptual plans. One aspect to consider with regards to any proposed elements that may traverse over the rail corridor is the height of the proposed overhead catenary system (OCS) for the electrified tracks as part of the High Speed Rail Project. In this area, we anticipate the OCS to be approximately 25 feet high (from top of rail). For practical and safety requirements, any overhead structure should clear the electrified tracks by a minimum of 27 feet.


The Authority appreciates the opportunity to review the Draft EIR and looks forward to coordinating with the Los Angeles County of Public Works on further design development of the CCTF Project, as warranted. If you have any questions regarding this letter, please contact me or Michelle Boehm, Southern California Regional Director, at (213) 628-8024 or michelle.boehm@hsr.ca.gov. Thank you.

770 L Street, Suite 620, Sacramento, CA 95814 • T: (916) 324-1541 • F: (916) 322-0827 • www.hsr.ca.gov

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GOVERNOR



A1-1  
A1-2  
A1-3

## 2. Response to Comments

CCTF EIR  
Page 2

Sincerely,



Mark McLoughlin  
Director of Environmental Services  
(916) 403-6934  
mark.mcloughlin@hsr.ca.gov

cc: Tom Fellenz, Interim Chief Executive Officer  
Michelle Boehm, Southern California Regional Director

## 2. Response to Comments

### 2.1.1 Response to Comments from Mark McLoughlin, California High-Speed Rail Authority, dated December 18, 2017 (Letter A1).

- A1-1 This comment provides a general introduction to the comment letter and states the High-Speed Rail Authority believes the CCTF project will be of great importance for Los Angeles County and Southern California. The County acknowledges your comment.
- A1-2 This comment states that the High-Speed Rail Authority reviewed the Draft EIR for the CCTF Project and concluded that no general conflicts were found with their current conceptual plans. However, they did indicate that for practical and safety requirements, any overhead structure over the rail corridor should clear the electrified tracks by a minimum of 27 feet, based on a height for the proposed overhead catenary system for the electrified tracks at approximately 25 feet from the top of the rail. The County acknowledges your comment.
- A1-3 The County appreciates your comments on the Proposed Project and associated Draft EIR and looks forward to continued coordination with your agency.

## 2. Response to Comments

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## 2. Response to Comments

LETTER A2 – Lijin Sun, J.D., South Coast Air Quality Management District (2 page[s])



SENT VIA E-MAIL AND USPS:

[environmental@ceo.lacounty.gov](mailto:environmental@ceo.lacounty.gov)

Attn: CCTF EIR

Los Angeles County Chief Executive Office

Capital Projects/Debt Management

500 W. Temple Street, Room 754

Los Angeles, CA 90012

December 12, 2017

**Draft Environmental Impact Report (EIR) for the Proposed  
Los Angeles County Consolidated Correctional Treatment Facility (CCTF)  
(Men's Central Jail Replacement Project)**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

**SCAQMD Staff's Summary of Project Description**

The Lead Agency proposes to demolish the existing 1.4 million-square-foot Men's Central Jail facility and construct an up to 2.4 million-square-foot CCTF (Proposed Project). In addition to the development of the Proposed Project, construction of off-site parking facilities at one of two locations may be included. The Proposed Project is surrounded by railroad and a manufacturing and recycling center to the north, Metro maintenance and repair facility to the east, Twin Towers Correctional Facility, bail bonds services, and a rail yard to the south, and railroad and commercial facilities to the west. Based on a review of aerial photographs, SCAQMD staff found that the Proposed Project would be located adjacent to Metrolink passenger rail. Construction is expected to take approximately nine years and completed by 2027.

A2-1

**SCAQMD Staff's Summary of Air Quality Analysis**

In the Air Quality Analysis Section, the Lead Agency quantified the Proposed Project's construction and operation emissions and compared them to SCAQMD's regional and localized air quality CEQA significance thresholds<sup>1</sup>. The Lead Agency found that the Proposed Project's air quality impacts would be reduced to less than significant after incorporating Mitigation Measure (MM) MM AIR-1 through MM AIR-5<sup>2</sup>.

A2-2

**Health Risk Assessment from Sources of Air Pollution**

Notwithstanding the court rulings, SCAQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. SCAQMD staff also recognizes that a discussion of Health Risk Thresholds was included in the Air Quality Analysis Section.<sup>3</sup> Because of SCAQMD's concern about the potential public health impacts of siting the Proposed Project adjacent to an active rail track, SCAQMD staff recommends that, prior to approving the Proposed Project, the Lead Agency consider the impacts of air pollutants on people who will live (or serve their sentence) and work at the Proposed project and provide mitigation where necessary.

A2-3

Based on a review of the Draft EIR, SCAQMD staff found that the Proposed Project is located adjacent to Metrolink rail tracks, which serves as substantial evidence to support a disclosure of potential health

<sup>1</sup> Draft EIR, Chapter 5.0, *Air Quality*, Page 5.2-15.

<sup>2</sup> Draft EIR, Chapter 5.0, *Air Quality*, Pages 5.2-42 to 47.

<sup>3</sup> Draft EIR, Chapter 5.0, *Air Quality*, Page 5.2-19.



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CCTF

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December 12, 2017

impacts in the Final EIR<sup>4</sup>. Additionally, based on a review of aerial photographs, SCAQMD staff found that the Proposed Project is located approximately 500 feet from Union Station Metrolink platform facilities. Diesel particulate matter emitted from diesel powered engines (such as from trucks, buses, and trains) has been classified as a toxic air contaminant and a carcinogen. Since people living (or serving their sentence) and working at the Proposed Project would likely be exposed to toxic emissions from these nearby sources of air pollution, SCAQMD staff recommends that the Lead Agency conduct a Health Risk Assessment (HRA) for the Proposed Project's overlapping construction and operations phase, and operations to disclose the potential health risks in the Final EIR.<sup>5</sup>

A2-3  
Cont'd

Pursuant to California Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the certification of the Final EIR.

A2-4

SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Ryan Bañuelos, Air Quality Specialist, CEQA Section, at (909) 396-3479, if you have any questions.

A2-5

Sincerely,

*Lijin Sun*

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS:RB  
LAC171019-02  
Control Number

<sup>4</sup> South Coast Air Quality Management District. "Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis". Accessed at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

<sup>5</sup> SCAQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When SCAQMD acts as the Lead Agency, SCAQMD staff conducts a HRA, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

## 2. Response to Comments

### 2.1.2 Response to Comments Lijin Sun, J.D., South Coast Air Quality Management District, dated December 12, 2017 (Letter A2).

- A2-1 This comment provides a general introduction to the comment letter and restates a description of the proposed CCTF Project.
- A2-2 The County appreciates your review of the Draft EIR and your staff's summary of the air quality analysis.
- A2-3 This comment requests the preparation of a health risk assessment for the Project, based upon the proximity of rail lines and Union Station platform facilities to the Project site. As your letter acknowledges, there are court rulings that hold that CEQA does not require a health risk assessment based on mere proximity to an environmental source of pollution. The California Supreme Court has held that the scope of CEQA is generally limited to the evaluation of a proposed project's potential impact on the environment, and does not extend to the impacts of the existing environment on a proposed project, or on its users or residents. Furthermore, the Proposed Project is not one that expressly requires a health risk assessment, and it is not a project which aggravates an environmental condition, the other exception to the general rule. Notwithstanding this authority, you have requested a health risk assessment to supplement the analysis in the Draft EIR. Although not required, pursuant to your request, the County has completed a health risk assessment (HRA) for the Proposed Project and it is included in Appendix A of this Final EIR.

The HRA provides a comparison of the Project's potential exposure to carcinogenic and chronic non-carcinogenic hazards to the health risk thresholds established by Office of Environmental Health Hazard Assessment (OEHHHA) and SCAQMD. The health risks to people serving sentences and working at the Proposed Project were determined from diesel particulate matter (DPM) emissions from locomotives idling at Union Station and traveling along the adjacent railroad easement. Additionally, diesel buses servicing Union Station were included in the evaluation. Health risks were determined for receptors (i.e., inmates and employees) present during the first phase of construction and for full project buildout. For the project buildout scenario, air filters with a minimum efficiency rating value (MERV) of 13 were incorporated in the calculations as the Proposed Project includes MERV 13 filters for new buildings. For the Phase 1 construction scenario, the Project's current air filter rating (MERV 8) was incorporated in the calculations. For the inmate population and employees, exposure frequencies, exposure durations and number of outdoor hours per week were provided by the County. The results of the HRA are provided in Table A2-1 below.



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**Table A2-1 Health Risk Assessment Results**

Receptor	Cancer Risk (per million)		Chronic Hazard Index
	Average Exposure Duration	Maximum Exposure Duration	
Inmates – Project Buildout	0.02	0.19	0.010
Inmates – Phase 1 Construction	0.04	0.39	0.020
Employees – Project Buildout	0.48	2.0	0.005
Employees – Phase 1 Construction	0.75	3.1	0.008
SCAQMD Threshold	10	10	1.0
<b>Exceeds Threshold</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: Office of Environmental Health Hazard Assessment, 2015.

In comparison to the threshold level of 10 in a million, carcinogenic risks are below the significance threshold value for both inmates and employees. Additionally, the chronic hazard index identified for each toxicological endpoint totaled less than one for non-carcinogenic effects. Therefore, chronic non-carcinogenic hazards are below the significance threshold. In summary, based on a comparison to the health risk thresholds established by OEHHA and SCAQMD, hazardous air emissions generated by locomotives on the adjacent railroad tracks and locomotives and buses at Union Station are not anticipated to pose an actual or potential endangerment to inmate-patients or employees at the Proposed Project.

A2-4 The County appreciates your comments on the Proposed Project and associated Draft EIR. The County will comply with the requirements of Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088 as requested and will provide timely written responses to each of the commenting agencies prior to its consideration of certification of the Final EIR.

A2-5 The County appreciates your comments on the Proposed Project and associated Draft EIR and looks forward to continued coordination with your agency. Thank you for providing a staff contact for any future coordination needs.

## 2. Response to Comments

LETTER A3– Scott Morgan, Governor’s Office of Planning and Research (3 page[s])



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor’s Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

December 5, 2017

Vince Yu  
Los Angeles County  
900 S. Fremont Ave  
Alhambra, CA 91803

Subject: Consolidated Correctional Treatment Facility (Men's Central Jail Replacement Project)  
SCH#: 2015061045

Dear Vince Yu:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 4, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

A3-1

## 2. Response to Comments

### Document Details Report State Clearinghouse Data Base

**SCH#** 2015061045  
**Project Title** Consolidated Correctional Treatment Facility (Men's Central Jail Replacement Project)  
**Lead Agency** Los Angeles County

**Type** EIR Draft EIR

**Description** The County proposes to reuse the existing Men's Central Jail site to develop and operate a new, not-to-exceed 4,860-bed CCTF with other Sheriff and support functions, totaling approximately 2.4 million SF. At build-out, the CCTF would consist of a new correctional treatment center, new treatment facility, new inmate reception center, new admin and support center, new public plaza, new loading/kitchen, new parking structure, court line and bus queuing area, new loop road, new tunnel connection, and new secured skyway. Based on the adopted board of supervisors policy, the proposed project would be designed to achieve at least the Leadership in Energy and Environmental design gold level of certification.

The new CCTF project would require demolition of the existing MCJ facilities and predemolition preparation, such as moving courthouse functions and inmates to other facilities within the county jail system with existing capacity, and relocating court line and other bus-related services to a temporary location or other location. The EIR also analyzes two off-site parking alternatives: 1) the potential construction of the Spring St Parking Structure, on a 1.66-acre site located at 725, 739, and 747 North Spring St; or, the potential construction of an off-site parking structure at the Vignes Lot-approx 4 acres of vacant land 200 ft northwest of project site, at 1060 North Vignes St in the city of LA-for parking and/or other noncustodial, project-related uses during project construction and operation.

#### Lead Agency Contact

**Name** Vince Yu  
**Agency** Los Angeles County  
**Phone** 626 300 3203 **Fax**  
**email**  
**Address** 900 S. Fremont Ave  
**City** Alhambra **State** CA **Zip** 91803

#### Project Location

**County** Los Angeles  
**City** Los Angeles, City of  
**Region**  
**Lat / Long** 34° 3' 35.36" N / 118° 13' 51" W  
**Cross Streets** Bauchet Street and Vignes Street  
**Parcel No.** 5409-014-902  
**Township** 1S **Range** 13W **Section** 27 **Base** SBB&M

#### Proximity to:

**Highways** I-5, 10, 110, US 101  
**Airports**  
**Railways** UPRR  
**Waterways** LA River, Arroyo Seco  
**Schools** numerous; 2 mi radius from site is entirely within LAUSD  
**Land Use** jail/public fac/PF

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Drainage/Absorption

Note: Blanks in data fields result from insufficient information provided by lead agency.

## 2. Response to Comments

### Document Details Report State Clearinghouse Data Base

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Department of Corrections; Native American Heritage Commission; Public Utilities Commission

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**Date Received** 10/19/2017    **Start of Review** 10/19/2017    **End of Review** 12/04/2017

Note: Blanks in data fields result from insufficient information provided by lead agency.

## 2. Response to Comments

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## 2. Response to Comments

### 2.1.3 Response to Comments from Scott Morgan, Governor's Office of Planning and Research, dated December 5, 2017 (Letter A3).

A3-1 This comment letter acknowledges that the Governor's Office of Planning and Research (OPR) distributed the Draft EIR to selected state agencies for review. The letter states that the review period had closed on December 4, 2017, and that no state agencies had submitted comments by that date. Thank you for your confirmation that the County has complied with the State Clearinghouse review requirements.



## 2. Response to Comments

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